

# TULSA DAILY WORLD

Published Every Morning, Evening and Sunday  
BY THE WORLD PUBLISHING CO.

EUGENE GORTON, General Manager and Publisher  
F. O. LEHRMAN, Business Manager  
E. C. STEPHENSON, Managing Editor  
E. A. LATTI, Chief Editorial Writer

MEMBER OF THE AUDIT BUREAU OF CIRCULATION

Entered in the Tulsa Post Office as Second Class Matter

AVAILABILITY OF EAST CIRCULATION, 1918-1919

THE WORLD CIRCULATION MONTHLY IS BORN AGAIN  
GIVING A BRIGHT AND FAIR CIRCULATION TO THE Public.  
Now, with this war at an end, we are determined to  
serve that while on the objective we were aiming at  
there was no real divergence of opinion, considering  
means and policies. There has never been anything like  
an agreement. On the contrary, our informed experts  
believe that our countrymen have shown a remarkable  
degree of unanimity.

The radio of freedom is now in point. The government  
will take care of the management of this radio for the  
people. There was no possible other protest for that  
action. There was no informed experienced radio  
man in this United States that believed the step  
necessary in that it would succeed. Let us consider  
that we are disposed to compete for the purpose  
of having at rest, not for all the decent of government  
ownership. And the railroad managers and operators  
are associated with the government sufficiently

now as we begin to enter the rails. Judge  
H. R. Lovett is one of the most talented executives of  
the country, and who served the government during the  
war as one of its most valued and trusted railroad  
executives, has just published a pamphlet on the radio  
position.

The findings are of vital interest to the people. Judge  
Lovett is uncompromisingly in favor of competition, he  
prefers administration. "Competition in service," he  
asserts, "means constant and persistent progress in im-  
provements of roadway and equipment, in the comforts  
and conveniences of transportation, in the considerate  
treatment of the public, in the quality and quality of  
service, and in progress of every feature of transporta-  
tion. Its elimination would mean comparative stagna-  
tion, which check enterprise and initiative and would  
remove the inspiration for many of the conveniences  
and facilities which are most appreciated by our pop-  
ulation."

All will agree, I believe that competition in rates is  
unwise and practically impossible.

Of course, I am not advocating un-  
regulated competition, but instead an enlarged regula-  
tion. Undoubtedly there is some waste in railroad com-  
petition, but nearly everything thus characterized is  
for the benefit of the people.

"If we carefully analyze the relative merits of efficiency from uni-  
fication and the advantages from competition in service and  
facilities, I believe we will find the latter very much  
better as a national policy."

That part of the American public that has of recent  
months been contending with an utter disregard of their  
comfort and interests on the part of railroad adminis-  
tration will experience no difficulty in approving Judge  
Lovett's views.

**THE COUNCIL OF DEFENSE.**

Chairman Graham of the special house committee in-  
vestigating war department expenditures, charges  
that evidence given before his committee shows that  
the president organized the council of defense before  
war was declared in absolute violation of law and  
thereby created a "secret government of the United  
States," which formulated war legislation, dictated pol-  
icies the country was to pursue and befriended "big  
business."

Knowing the methods employed by many of the sub-  
committees of defense, organized in various localities, and  
the policy of autonomy followed by them, we are quite  
ready to accept Chairman Graham's statement. The ku-  
kluk-klan of civil war days made some infamous his-  
tory, but the deeds committed by some of the so-called  
councils of defense in the name of law and patriotism  
make the ku-kluk look like amateurs.

The cost of running the government would be ma-  
terially reduced if the useless and highly expensive prac-  
tice of sending out wholesale lots of any and every kind  
of publicity matter extant was discontinued.—McAlester  
News-Capital. By golly! there's an administration  
editor that's beginning to make a noise like an outraged citizen.

**MAYOR BRYANT OF BALTIMORE.**

We do not know that Baltimore became jealous of  
Seattle, but true it is that Mayor Ole Hansen of Seattle  
must stand over and give part of the spotlight to Mayor Howard Bryant of Baltimore.

The governmental authorities at Washington, seeking  
to justify their failure to throw on the market the millions  
and millions of pounds of packing house products left  
on hand when the war came to an abrupt end, as-  
serted that no private concerns would purchase even  
though the goods had been offered below first cost.

Major Bryant called the bluff. Taking some of the  
club women of Baltimore into his confidence, he visited  
the great government warehouses there and selected a  
line of goods he thought would sell—principally pack-  
ing house products. He then went before his council  
and asked to borrow \$2,500 for three days, stating  
his purpose and giving his personal assurance that the  
money would be returned within that time. The goods  
were brought onto the streets in drags, after it had  
been advertised that they would be sold to the people  
at cost, a price, by the way, about 50 per cent below  
prevailing prices. The ladies of the town acted as sales-  
women and the sale was over in a single day.

The sales are to be continued, but a margin sufficient  
to justify the employment of salesmen is to be added.  
Thus the courage and daring of the Baltimore mayor  
has brought relief from the high cost of living to those  
sands with the prospect that the old bluff will get it  
handed to him from various other quarters.

**AN ATTRACTIVE GERMAN CHARACTERISTIC.**

In a world filled with traitors and rebellion against  
constituted authority and law and order we confess an  
admiration for the splendid discipline and loyalty man-  
ifested in Germany for governmental purposes and  
personalities. We do not care for the type of men who make  
up the governing class in Germany, nor for their stand-  
ards of government. Nevertheless, it is easy to applaud  
loyalty to German types and to call it what it is,  
patriotism.

There are those who see in all this nothing but pig-  
headedness, the willingness of the German people to  
face kindly and the cause of their misfortunes. To  
these rever law and order and realize the necessity  
of discipline in all of life's undertakings. It is more an  
explanation of the remarkable achievements of the Ger-  
man people both in peace and war than a cause of that  
war.

We have the most gracious considerations for the feel-  
ings of Edith Johnson, whose signature and essay  
daily adorn the editorial page of the esteemed Okla-  
homa man, nor would we be too zealous the ethics of  
the profession as to lay Jesus' criticisms against a fellow artist. All these considerations are still in mind  
as we profess a keen curiosity as to the source of the  
lady's information when we read her serious, heart-to-heart instructive talk with wives and mothers.

## CLOUTIER, AND COMPETITION

Not everyone understands that we are emerging from  
two years of strife and prosperity that principally  
intimidated, if it did not strengthen, the wholesome force  
in American politics and economy somewhat loosely  
defined as citizens, while at the same time we are  
being subjected to a class of propagandists that if not  
pernicious was at least innocuous. But such is the fact.

Now, with this war at an end, we find ourselves to  
know that while on the objective we were aiming at  
there was no real divergence of opinion, considering  
means and policies. There has never been anything like  
an agreement. On the contrary, our informed experts  
believe that our countrymen have shown a remarkable  
degree of unanimity.

The radio of freedom is now in point. The govern-  
ment took care of the management of this radio for the  
people. There was no possible other protest for that  
action. There was no informed experienced radio  
man in this United States that believed the step  
necessary in that it would succeed. Let us consider  
that we are disposed to compete for the purpose  
of having at rest, not for all the decent of government  
ownership. And the railroad managers and operators  
are associated with the government sufficiently

now as we begin to enter the rails. Judge  
H. R. Lovett is one of the most talented executives of  
the country, and who served the government during the  
war as one of its most valued and trusted railroad  
executives, has just published a pamphlet on the radio  
position.

The findings are of vital interest to the people. Judge  
Lovett is uncompromisingly in favor of competition, he  
prefers administration. "Competition in service," he  
asserts, "means constant and persistent progress in im-  
provements of roadway and equipment, in the comforts  
and conveniences of transportation, in the considerate  
treatment of the public, in the quality and quality of  
service, and in progress of every feature of transporta-  
tion. Its elimination would mean comparative stagna-  
tion, which check enterprise and initiative and would  
remove the inspiration for many of the conveniences  
and facilities which are most appreciated by our pop-  
ulation."

All will agree, I believe that competition in rates is  
unwise and practically impossible.

Of course, I am not advocating un-  
regulated competition, but instead an enlarged regula-  
tion. Undoubtedly there is some waste in railroad com-  
petition, but nearly everything thus characterized is  
for the benefit of the people.

"If we carefully analyze the relative merits of efficiency from uni-  
fication and the advantages from competition in service and  
facilities, I believe we will find the latter very much  
better as a national policy."

That part of the American public that has of recent  
months been contending with an utter disregard of their  
comfort and interests on the part of railroad adminis-  
tration will experience no difficulty in approving Judge  
Lovett's views.

**THE COUNCIL OF DEFENSE.**

Chairman Graham of the special house committee in-  
vestigating war department expenditures, charges  
that evidence given before his committee shows that  
the president organized the council of defense before  
war was declared in absolute violation of law and  
thereby created a "secret government of the United  
States," which formulated war legislation, dictated pol-  
icies the country was to pursue and befriended "big  
business."

Knowing the methods employed by many of the sub-  
committees of defense, organized in various localities, and  
the policy of autonomy followed by them, we are quite  
ready to accept Chairman Graham's statement. The ku-  
kluk-klan of civil war days made some infamous his-  
tory, but the deeds committed by some of the so-called  
councils of defense in the name of law and patriotism  
make the ku-kluk look like amateurs.

The cost of running the government would be ma-  
terially reduced if the useless and highly expensive prac-  
tice of sending out wholesale lots of any and every kind  
of publicity matter extant was discontinued.—McAlester  
News-Capital. By golly! there's an administration  
editor that's beginning to make a noise like an outraged citizen.

**MAYOR BRYANT OF BALTIMORE.**

We do not know that Baltimore became jealous of  
Seattle, but true it is that Mayor Ole Hansen of Seattle  
must stand over and give part of the spotlight to Mayor Howard Bryant of Baltimore.

The governmental authorities at Washington, seeking  
to justify their failure to throw on the market the millions  
and millions of pounds of packing house products left  
on hand when the war came to an abrupt end, as-  
serted that no private concerns would purchase even  
though the goods had been offered below first cost.

Major Bryant called the bluff. Taking some of the  
club women of Baltimore into his confidence, he visited  
the great government warehouses there and selected a  
line of goods he thought would sell—principally pack-  
ing house products. He then went before his council  
and asked to borrow \$2,500 for three days, stating  
his purpose and giving his personal assurance that the  
money would be returned within that time. The goods  
were brought onto the streets in drags, after it had  
been advertised that they would be sold to the people  
at cost, a price, by the way, about 50 per cent below  
prevailing prices. The ladies of the town acted as sales-  
women and the sale was over in a single day.

The sales are to be continued, but a margin sufficient  
to justify the employment of salesmen is to be added.  
Thus the courage and daring of the Baltimore mayor  
has brought relief from the high cost of living to those  
sands with the prospect that the old bluff will get it  
handed to him from various other quarters.

**AN ATTRACTIVE GERMAN CHARACTERISTIC.**

In a world filled with traitors and rebellion against  
constituted authority and law and order we confess an  
admiration for the splendid discipline and loyalty man-  
ifested in Germany for governmental purposes and  
personalities. We do not care for the type of men who make  
up the governing class in Germany, nor for their stand-  
ards of government. Nevertheless, it is easy to applaud  
loyalty to German types and to call it what it is,  
patriotism.

There are those who see in all this nothing but pig-  
headedness, the willingness of the German people to  
face kindly and the cause of their misfortunes. To  
these rever law and order and realize the necessity  
of discipline in all of life's undertakings. It is more an  
explanation of the remarkable achievements of the Ger-  
man people both in peace and war than a cause of that  
war.

We have the most gracious considerations for the feel-  
ings of Edith Johnson, whose signature and essay  
daily adorn the editorial page of the esteemed Okla-  
homa man, nor would we be too zealous the ethics of  
the profession as to lay Jesus' criticisms against a fellow artist. All these considerations are still in mind  
as we profess a keen curiosity as to the source of the  
lady's information when we read her serious, heart-to-heart instructive talk with wives and mothers.

## A Chance to Live

### THE TETHER OF CIRCUM-

STANCE

Annie was always home. The girl had thrown her mind into the ocean. She began to realize the meaning of life and faiths by her own efforts and happiness.

Now, with this war at an end, we find ourselves to  
know that while on the objective we were aiming at  
there was no real divergence of opinion, considering  
means and policies. There has never been anything like  
an agreement. On the contrary, our informed experts  
believe that our countrymen have shown a remarkable  
degree of unanimity.

The radio of freedom is now in point. The govern-  
ment took care of the management of this radio for the  
people. There was no possible other protest for that  
action. There was no informed experienced radio  
man in this United States that believed the step  
necessary in that it would succeed. Let us consider  
that we are disposed to compete for the purpose  
of having at rest, not for all the decent of government  
ownership. And the railroad managers and operators  
are associated with the government sufficiently

now as we begin to enter the rails. Judge  
H. R. Lovett is one of the most talented executives of  
the country, and who served the government during the  
war as one of its most valued and trusted railroad  
executives, has just published a pamphlet on the radio  
position.

The findings are of vital interest to the people. Judge  
Lovett is uncompromisingly in favor of competition, he  
prefers administration. "Competition in service," he  
asserts, "means constant and persistent progress in im-  
provements of roadway and equipment, in the comforts  
and conveniences of transportation, in the considerate  
treatment of the public, in the quality and quality of  
service, and in progress of every feature of transporta-  
tion. Its elimination would mean comparative stagna-  
tion, which check enterprise and initiative and would  
remove the inspiration for many of the conveniences  
and facilities which are most appreciated by our pop-  
ulation."

All will agree, I believe that competition in rates is  
unwise and practically impossible.

Of course, I am not advocating un-  
regulated competition, but instead an enlarged regula-  
tion. Undoubtedly there is some waste in railroad com-  
petition, but nearly everything thus characterized is  
for the benefit of the people.

"If we carefully analyze the relative merits of efficiency from uni-  
fication and the advantages from competition in service and  
facilities, I believe we will find the latter very much  
better as a national policy."

That part of the American public that has of recent  
months been contending with an utter disregard of their  
comfort and interests on the part of railroad adminis-  
tration will experience no difficulty in approving Judge  
Lovett's views.

**THE COUNCIL OF DEFENSE.**

Chairman Graham of the special house committee in-  
vestigating war department expenditures, charges  
that evidence given before his committee shows that  
the president organized the council of defense before  
war was declared in absolute violation of law and  
thereby created a "secret government of the United  
States," which formulated war legislation, dictated pol-  
icies the country was to pursue and befriended "big  
business."

Knowing the methods employed by many of the sub-  
committees of defense, organized in various localities, and  
the policy of autonomy followed by them, we are quite  
ready to accept Chairman Graham's statement. The ku-  
kluk-klan of civil war days made some infamous his-  
tory, but the deeds committed by some of the so-called  
councils of defense in the name of law and patriotism  
make the ku-kluk look like amateurs.

The cost of running the government would be ma-  
terially reduced if the useless and highly expensive prac-  
tice of sending out wholesale lots of any and every kind  
of publicity matter extant was discontinued.—McAlester  
News-Capital. By golly! there's an administration  
editor that's beginning to make a noise like an outraged citizen.

**MAYOR BRYANT OF BALTIMORE.**

We do not know that Baltimore became jealous of  
Seattle, but true it is that Mayor Ole Hansen of Seattle  
must stand over and give part of the spotlight to Mayor Howard Bryant of Baltimore.

The governmental authorities at Washington, seeking  
to justify their failure to throw on the market the millions  
and millions of pounds of packing house products left  
on hand when the war came to an abrupt end, as-  
serted that no private concerns would purchase even  
though the goods had been offered below first cost.

Major Bryant called the bluff. Taking some of the  
club women of Baltimore into his confidence, he visited  
the great government warehouses there and selected a  
line of goods he thought would sell—principally pack-  
ing house products. He then went before his council  
and asked to borrow \$2,500 for three days, stating  
his purpose and giving his personal assurance that the  
money would be returned within that time. The goods  
were brought onto the streets in drags, after it had  
been advertised that they would be sold to the people  
at cost, a price, by the way, about 50 per cent below  
prevailing prices. The ladies of the town acted as sales-  
women and the sale was over in a single day.

The sales are to be continued, but a margin sufficient  
to justify the employment of salesmen is to be added.  
Thus the courage and daring of the Baltimore mayor  
has brought relief from the high cost of living to those  
sands with the prospect that the old bluff will get it  
handed to him from various other quarters.

**AN ATTRACTIVE GERMAN CHARACTERISTIC.**

In a world filled with traitors and rebellion against  
constituted authority and law and order we confess an  
admiration for the splendid discipline and loyalty man-  
ifested in Germany for governmental purposes and  
personalities. We do not care for the type of men who make  
up the governing class in Germany, nor for their stand-  
ards of government. Nevertheless, it is easy to applaud  
loyalty to German types and to call it what it is,  
patriotism.

There are those who see in all this nothing but pig-  
headedness, the willingness of the German people to  
face kindly and the cause of their misfortunes. To  
these rever law and order and realize the necessity  
of discipline in all of life's undertakings. It is more an  
explanation of the remarkable achievements of the Ger-  
man people both in peace and war than a cause of that  
war.

We have the most gracious considerations for the feel-  
ings of Edith Johnson, whose signature and essay  
daily adorn the editorial page of the esteemed Okla-  
homa man, nor would we be too zealous the ethics of  
the profession as to lay Jesus' criticisms against a fellow artist. All these considerations are still in mind  
as we profess a keen curiosity as to the source of the  
lady's information when we read her serious, heart-to-heart instructive talk with wives and mothers.

**THE COUNCIL OF DEFENSE.**

Chairman Graham of the special house committee in-  
vestigating war department expenditures, charges  
that evidence given before his committee shows that  
the president organized the council of defense before  
war was declared in absolute violation of law and  
thereby created a "secret government of the United  
States," which formulated war legislation, dictated pol-  
icies the country was to pursue and befriended "big  
business."

Knowing the